

SPECIAL NOTICES.

Lansdowne

Business and Residence Lots

Five hundred lots of this valuable property, all within the corporate limits of the city of Roanoke, Va., will be put on the market.

OCTOBER 1, 1890.

This land lies between the Melrose property and the Norfolk and Western railroad, and is the most valuable property yet placed upon the market in this city.

It is situated east of the Roanoke Iron Company's furnace, and adjoining the Hyde Park Addition.

The Norfolk and Western Railroad Company have recently purchased a portion of this property, and are now about erecting some valuable improvements thereon.

Negotiations are just about closed for the location of a \$5,000,000 steel plant near the business portion of the city.

This will probably be the greatest opportunity ever offered for valuable and well located property within the city limits.

The Roanoke and Salem Dummy Line runs within one block of this property, and the projected lines of the Baltimore and Ohio and Chesapeake and Ohio railroads will run near this property on their entrance into Roanoke.

Price lists and maps will be in the hands of all Roanoke real estate agents on October 1.

AUCTION SALE—I have just received a consignment of staple and fancy groceries, shoes, clothing, underwear, etc., which I sell by auction at my auction, No. 149 Salem avenue, on Thursday morning, September 25, at 10 o'clock. G. L. STEVENS, General Auctioneer. sep24-2t

THE QUARRY TRACT, containing 410 nice building lots, for sale as a whole at \$75,000—only \$183 each—lying immediately south of the Machine-Shops Furnace and adjacent to the principal industries of the city. Lots in Oak-Ridge, adjoining this property on the north, are held at more than double the price asked for these. The best Stone Quarry in the city about the center of the tract. For particulars see J. R. HOCKADAY, sep21-10t 105 First St., S. W.

FOR THE HOSPITAL.

Mr. T. T. Fishburne Calls a Meeting for Monday Night.

Below will be found a call to the subscribers to the hospital fund for a meeting to be held at the Opera House next Monday night. Mr. T. T. Fishburne has worked hard to secure for Roanoke a suitable place in which to care for the sick, and those who are hurt on the railroads and in the shops:

To the Citizens of Roanoke: The subscribers to the hospital funds will please meet at the Opera House on next Monday evening at 7:30 o'clock to transact important business pertaining to the enterprise.

We give below a list of the subscribers; let each one take due notice thereof and be present.

In addition to those who have given us their subscriptions, we invite all to be present who feel an interest in the establishment of this medical institution.

In my humble judgment there has never been brought to the attention of the people of Roanoke an enterprise that was half so important as this, for it not only appeals to our wisdom as business men, but to our consciences as men of one common brotherhood, and to our profession as followers of Him who gave His life to alleviate human suffering.

Business men of Roanoke, Christian men of Roanoke, stop just one moment in your rush for gain, and consider this claim on your liberality, and if, after a thoughtful, rational consideration of the subject, you can justify yourselves in a refusal to contribute to this much-needed enterprise, we shall be painfully disappointed. I cannot believe the people of Roanoke will allow an enterprise like this to fail for want of a few thousand dollars.

I am not begging for this public institution; I am only giving the people an opportunity to give, and if they fail to do so, it will be their loss not mine. Respectfully, T. T. FISHBURNE.

SUBSCRIBERS.

P. L. Terry.....	\$1,000
Joseph A. Gale.....	1,000
A. Z. Koerner.....	1,000
Mary W. Sands.....	1,000
C. O'Leary.....	1,000
T. T. Fishburne.....	1,000
Thomas Lewis.....	500
J. M. Gambill.....	250
S. S. Brooke.....	250
A. S. Ashberry.....	250
Engleby Bros.....	250
L. Blair and family.....	250
J. W. Coon.....	200
D. C. Moomaw.....	100
J. B. Levy.....	100
J. M. Harris.....	100
W. P. Huff.....	100
Wm. Lind.....	100
Woods & Caldwell.....	100
Huff, Andrews & Thomas.....	100
C. Markley.....	100
George C. Moomaw.....	50
R. J. Eckhoff.....	25
E. A. Parsons.....	25
Fred E. Foster.....	10
L. H. Bru.....	10
N. M. Wilmeth.....	10
I. Bachrach.....	5

Bound to Have 'em Hit.

Kemp & Co., Walker, Ganaway, and John Madly answered to the charge of leaving a team unattended on the streets, yesterday at the mayor's court, and paid a fine of \$1, when a boy would have held it for a time.

A COMPLETE ELECTRIC SYSTEM.

Roanoke's Street Railways to be Extended.

Nine Miles of Lines Under Contemplation. An Overhead System of Wires Proposed. Double Tracking on Two Streets to Allow the Passage of Cars—Details of the Whole Scheme.

Extensive improvements are soon to be made in the street railway system. If the City Council gives its consent the lines are to be changed, and the finest electric cars put on all the city lines. The improvements will cost \$100,000.

The most approved system, either the Thomson-Houston or Sprague, will be adopted, and there will be a duplicate plant of the entire motive system. Two new ninety-five horse power engines and dynamos in proportion, will be put in place in connection with the Roanoke Electric Light and Motor Power Company's works. The overhead system will be used, and the wires will be suspended by cedar or juniper poles thirty feet high. Eight cars of the finest make have been purchased. They are sixteen feet long and will comfortably accommodate twenty people.

The cars can easily be run at a speed of ten miles an hour, and can be stopped inside of two car lengths when running eight miles an hour. They will be supplied with two fifteen-horse motors each, with appliances for attaching other cars when necessary.

The improvements are to be made under the direction of Eugene T. Lynch, Jr., consulting electric engineer, of New York, who says that cars will pass a given point on the main business streets every two minutes.

In the northeast section the line will extend from the Union Depot up Commonwealth avenue to Patton, on Patton to Kimball, thence to Page street, and on Page street to the Lynchburg and Salem turnpike. It will also be extended up Commonwealth to Seventh avenue, and on Seventh to Kimball. In the business part of the city the line will run in the center of the streets, and in the residence portions along the sides. On Commonwealth avenue there are some business houses already and many more will be erected. These are all on the east side and the line will be run along the west side.

On the south side of the railroad the line will run from the Union Depot down Jefferson street to Walnut, on Walnut to the Franklin road, on the Franklin road to Commerce street and on Commerce to Salem avenue. It will also extend up Salem avenue from Jefferson to Seventh street, on Seventh to Rorer avenue, thence to Ninth street, on Ninth to Patterson avenue and out to Patterson on the old line.

The old line that leaves Campbell at Commerce, extending around on Church and coming back to Campbell on Park, will be taken up, and the line extended directly down Campbell to Patterson avenue to the line already designated.

It is possible that a line will be built near the northeastern city limits, from Page street, to connect with the dummy line beyond Captain Moorhead's, but the route has not yet been marked out.

The track will be laid in the center of Jefferson street to Fourth avenue, on Campbell to Commerce, and on Salem avenue to Roanoke, the remainder of the lines will be along the sides. Commerce and Jefferson streets will be double-tracked between Campbell and Salem avenue for the passage of cars.

The electric system, when completed according to the present plans, will operate about nine miles of railway. The streets upon which the railway is to be constructed are fifty feet wide, except Jefferson and Patterson avenue, which are sixty.

Mr. J. F. Christian, the manager of the Roanoke Street Railway Company, while on his recent trip North perfecting arrangements for the improvements of the system, purchased four cars for the Salem line, which will soon be completed and equipped so that they may be here when the line is completed.

"Penalty" at the Opera House.

The comedy drama "Penalty," written by Miss Ella Wilson, the star of the company, was very creditably presented to a large audience at the Opera House last night. The play is a clean one, containing no objectionable features, and is filled with bright lines and novel situations, and the company that presents it is above the average. The specialties were very good and the music brilliant. The cornet solo of Miss Mabel Arnold and the comedy work of Gallagher and Brown was much better than that usually seen on the road.

For the Spike Mill.

There has been considerable delay in getting the spike mill of the Midway Iron Company in operation, but General Manager Davies says that everything will be in working order in thirty days. Some of the machinery is already in place and the rest will be here in a few days. The American Bridge Works is constructing the boilers and they will be in place next week.

Hauled in a Dray.

Among the costs entered up against one of the drunks at the police court yesterday was the item, "drayage, twenty-five cents." The man in question was so much intoxicated that a dray had to be ordered to convey him to the station house. There was a general laugh among the spectators when the item was called out.

Ready for Inspection.

The Light Infantry drilled last night in front of the Norfolk and Western offices. The company will be inspected to-morrow night by Colonel Joe Lane Stearns, of Richmond, State inspector.

A REAL ESTATE HUSTLER.

One of Washington's Most Successful Operators Takes a Peep at Roanoke.

Washington real estate circles have some hustlers as well as Roanoke and Southwest Virginia. One of the keenest of them is Washington Danenhower, who was at Hotel Roanoke yesterday. He is a brother of the late Lieutenant Danenhower, who was one of the ill-fated Greeley polar expedition. Mr. Danenhower is a member of an old established firm which made a new departure in Washington a few years ago.

The firm began to spread its business by the use of page advertisements in the daily papers. The advertisements displayed a deal of good judgment which the firm backed up with equally good judgment in business matters generally and the surest kind of dealing with its customers.

Probably no other real estate firm in the Capital City has to-day so extensive a clientele. Certainly no other has erected so many substantial houses. It would be well if Mr. Danenhower would establish a branch in Roanoke and put up a couple hundred houses a year for a few years. They will pay from fifteen to twenty per cent on the investment in place of the eight and ten per cent, with which Washington builders are content.

"I have been taking a look at your city to-day," said he. "It is certainly a live, pushing town. You may see me down here again after awhile. Send me your paper. I want to see how matters keep moving."

A GLEE CLUB.

An Organization Perfected at the Y. M. C. A. Rooms.

A glee club, composed of young men, a majority of whom are in the Norfolk and Western general offices, effected a definite organization Tuesday evening, in the rooms of the Y. M. C. A., and elected Mr. J. C. Cooke, president; and Mr. D. Fitter, secretary and treasurer.

The object of the club is social enjoyment and systematic cultivation of vocal and instrumental music, under the leadership of Professor Paul Goerner, A. C. M.

At present there is a glee club that is fairly started and promises success. To the vocal section will be added shortly an instrumental section.

The club meets once a week, and it is the intention, after next month, to hold musical evenings once or twice a month, which members of the club and their friends can attend.

The club is composed not only of active, but of passive members, and applications for membership may be addressed to the Secretary, Mr. D. Fitter, No. 5 Third avenue, N. W.

AN OLD RESIDENT GONE.

Dr. J. C. Cooper Died Yesterday of Cerebro Spinal Meningitis.

Dr. J. C. Cooper died at three o'clock yesterday afternoon at his residence, No. 1 Second street, of cerebro spinal meningitis. The funeral will take place from the Presbyterian Church at 3:30 p. m. to-day, and the remains will be buried in Fairview Cemetery with Masonic honors. He has been sick only since last Friday.

Dr. Cooper was twice married, and a wife and four children survive him. His first wife was Miss Sallie Jones, of Fayette county, West Virginia, and his second Miss Letitia Claiborne, of Danville. He was born in Augusta county forty-three years ago, and after spending boyhood in that county moved to West Virginia, where he married. He was a practicing physician in Pendleton and Fayetteville, West Virginia, and moved from the latter place to Roanoke in 1883.

ROANOKE AIR TOO STRONG.

A Lancastrian Makes an Unwilling Exchange of Coats.

There is one in the city that thinks man Roanoke is a hard place. He is from Lancaster, Pa., and has been here only a short time. He some time imbibes a little too freely of whisky and yesterday was gloriously drunk.

While in this state of intoxication some one on Railroad avenue took a fancy to the coat he wore, and proceeded without delay to divest him of it, and the vest also, and after doing this the thief put back on the drunken man an old coat.

In the man's pocket was a pocketbook containing \$10, a railroad ticket to Lancaster, and several other articles of value. He has of course no idea who the thief was.

A Couple of Raids.

Chief Morris and four officers made a raid on the snack house of Charlie Morton Tuesday night, and arrested him for keeping a disorderly house. They also arrested Rosa Lee Robinson, a notorious colored resident of "Hell's Half Acre," and preferred the charge of keeping a house of ill-fame. She was fined \$10 by the mayor, but the opinion in Morton's case was withheld until to-day.

A Wanderer Returns.

Mr. J. D. Cobb, assistant manager of the Hotel Roanoke, returned yesterday from an extended tour of the North and East. He went to Boston by way of Norfolk and had a beautiful vision of mal de mer on the way up. He ran all over New England and came back by way of New York. He says he is glad to get back.

A Popular Railroad Man.

Mr. L. S. Brown, Washington passenger agent of the Piedmont Air Line, was at Hotel Roanoke yesterday. He had been to Natural Bridge, and came through to strike the Richmond and Danville at Lynchburg. Everyone in Washington knows him, and he is one of the most popular railroad men in the East.

IN THE HOUSES OF CONGRESS.

Mr. Kennedy's Speech Struck from the Record.

Senator Quay's Influence Carries the Point Notwithstanding Boutelle's Vigorous Protest—Pensions for Distinguished Widows—Fighting the French Spoilation Claims—Fighting the Convict Labor Products.

WASHINGTON, Sept. 24.—[Special]—In the House today there was a fair attendance of both sides, the warfare over election contests having quieted down after yesterday's flurry. The principal matter which came up, and which filled the galleries, was the resolution to expunge from the Record the speech of Mr. Kennedy, (Republican) of Ohio, in which he roundly scored the Senate as a body and Senator Quay in particular.

Mr. Kennedy took the floor and made a vigorous defense of his position, which was received with mingled demonstrations. He was loudly applauded both on the floor and in the galleries when he had concluded. In response to a question by Boutelle, Mr. Stewart stated that it was proposed to expunge the entire speech, which called forth the retort from Boutelle that in expunging the entire speech the gentleman was expunging part of the Republican platform. Mr. Stewart then demanded the previous question. Despite Boutelle's protest that the House could not afford to have a gag law, the previous question was ordered, and the resolution was adopted; yeas 151, nays 35.

The House then went into committee of the whole on Senate amendments to the deficiency bill. The French spoliation claims amendments was advocated by McOmbs, Morrow, Hill, Dannel, Milliken and Cogswell, and attacked by Payson and Henderson, of Iowa. In the course of vigorous attack the latter gentlemen incidentally criticised the Senate for putting an amendment on the bill. He also announced his adherence to the doctrine that Senators should be elected by vote of the people. He said this with great respect for the Senate; but God knew he meant it. While he stood there charged with responsibility for this appropriation bill, he would not see this amendment agreed to, satisfied as he was that it was unjust.

The House had refused to pass the per diem pension bill on the ground that the Government could not afford it. Could the gentlemen go back to their constituents and say that while they could not afford to pass that bill, they could afford to pay the French spoliation claims?

The amendment was non-concurred in, yeas, 111; nays, 87. A conference was ordered, and Messrs. Henderson, Cannon and Breckinridge were appointed conferees.

The Senate bill granting a pension of \$2,000 to Mrs. Jessie Benton Fremont, was taken up and passed. This was followed by Senate bills granting similar pensions to the widows of General George B. McClellan and General Crook, which were passed.

Mr. Boutelle introduced a joint resolution similar to that of Mr. Hale in the Senate, providing for the purchase of nickel for the navy.

On motion of Mr. Boutelle, the Senate bill was passed providing that naval vessels of first rate shall be named after the States of the Union; those of the second rate after cities; those of the third after important events or names connected with the history of the United States, and those of fourth rate after rivers and lakes. The House then adjourned.

LEGISLATION IN THE SENATE.

A Million Proposed for Nickel Plates—Opposing Convict Made Products.

WASHINGTON, Sept. 24.—[Special]—This morning in the Senate, an hour was devoted to bills on the calendar unopposed to and passed. Among others, Senate bill in recognition of the merits and services of Chief Engineer George Wallace Melville of the United States Navy, and of other officers and men of the Jeanette Arctic expedition.

House bill providing for adjustment of accounts of labor of workmen and mechanics under the eight hour law having been reached on the calendar, Mr. Harris objected to its consideration under the five minute rule, and it went over without action.

The next bill on the calendar was House bill to prevent the products of convict labor from being furnished to or for the use of any department of the Government, to prevent the products of convict labor from being used upon public buildings or other public works; but the hour assigned for the calendar having expired the bill went over without action.

The conference report on House joint resolution to increase the number on the board of managers of national homes for disabled volunteer soldiers and to fill vacancies in such board was presented and agreed to. It provides for a number of eleven members.

Mr. Hale introduced a joint resolution which went over without action, authorizing the Secretary of the Navy to purchase, at his discretion, nickel ore, or nickel matter, to be used in the manufacture of nickel steel armor plating, or armor-piercing projectile and for other naval objects, and appropriating one million dollars for the purpose.

The Senate then resumed consideration of House bill, with Senate substitution, to define and regulate the jurisdiction of courts of the United States, the pending question being on Goreman's amendment to substitute Baltimore for Richmond as the place to hold court in the fourth circuit. The amendment was rejected—yeas 28, nays 35; and the substitute was passed—yeas 16, nays 6—(Barnett, Hale, Blackburn, Blodgett, Harris and Vest). A conference was

asked and Evans, Hoar and Pugh were appointed conferees on part of the Senate.

The Senate then resumed the consideration of the bill (which was partially discussed some weeks ago) to establish United States land courts and to provide for the settlement of private land claims in certain States and Territories. Pending discussion of the bill Hales joint resolution appropriating a million dollars for purchase of nickel plates for the Navy Department was taken from the table and referred to the committee on naval affairs.

Senate bill to pay to personal representatives of Capt. John Ericsson \$13,930, found due to him by decree of Court of Claims in 1867, was passed. Discussion was resumed, and was kept up for nearly two hours, and finally the bill went over without action. The vote of to-day agreeing to conference report on the joint resolution as to managers of home for disabled soldiers was reconsidered, and the report was committed on Hawley's statement that a clerical error had been made in it, although special care had been taken about it. After a short executive session the Senate adjourned.

BOOTH-SMITH.

A Gay Wedding Party at St. John's Episcopal Church Yesterday.

Mr. McHenry Booth and Miss Mary Elizabeth Smith, both of Vinton, were married at St. John's Episcopal Church yesterday morning at 9:40 o'clock.

The groom's best man was Mr. John Dabney Smith, the bride's brother, a prominent attorney of this city. The ushers were Messrs. W. H. Fry, Jr., of Coyner's Springs, Edgar R. Crews, of Danville, and Arthur Woodson and Pendleton Taliaferro, of this city. Miss Nora Smoot and Miss Mary Neal, of this city, Miss Mattie Britt, of Vinton, and Miss Lucy Booth, of Bonaicks, sister of the groom, were the attendants. Rev. W. H. Meade performed the ceremony. Miss Smith was attired in a brown traveling suit. The young couple left at 1 o'clock over the Norfolk and Western Railroad for a trip North.

Mr. Booth is a merchant at Vinton and Miss Smith is the daughter of Mr. Alex. McD. Smith, one of this section's leading citizens.

YOM KIPUR.

Israelites of Roanoke Observe the Day of Atonement.

Twenty-five of Roanoke's business houses were closed yesterday till 6:30 o'clock.

It was Yom Kippur, the Hebrew Day of Atonement, and was strictly observed by all the Israelites residing here, with one exception. It was a day of fasting and prayer and appropriate religious services were held in the Odd Fellows' Hall in the Wright block.

The services lasted from 9 o'clock in the morning till 6:30 at night and were conducted by Rabbi M. Rosenberg, assisted by Messrs. M. Ephraim, M. Strause and I. Sachs. This is one of the most solemn festivals in the Hebrew calendar and is strictly a fast day. A large congregation was in attendance and a number of the Gentiles were present. The collections were large.

The Hebrews as yet have no synagogue here, but their congregation has over thirty-five members, and they intend to have a more appropriate place of worship by another year.

The Home B. & L. Association.

The Home Building and Loan Association met in the office of Gray & Roswell last night at 8 o'clock. It was the regular monthly meeting and the receipts amounted to about \$2,000. Of this amount Messrs. W. J. and L. Blair, Jr., were loaned \$500, and M. D. Forbes \$1,250, and upon it they will pay a premium of thirty-seven and a half per cent. The association is in a very flourishing condition.

Promoted to Punchers.

Freight Conductors R. S. Eckles, Geo. C. Gill, and E. O. Atwell, have received deserved recognition at the hands of the Norfolk and Western Railroad Company. The recent retirement of the three veteran passenger conductors, Captains Thos. J. Lassiter, Henry Whythe, and Frank Smith, created three vacancies, and Captains Eckles, Gill, and Atwell have been appointed to succeed them.

Hit With a Stone.

Oscar Rossin, a colored man who works for the Gas and Water Company, went to Dr. Gale's office yesterday afternoon with a bloody head. He said a white man in East Roanoke, whose name he did not know, struck him with a rock. It was the usual story. He, Rossin, didn't say a word to the white man, who struck him unprovoked.

Delayed by a Wreck.

Passenger train No. 1 did not reach here yesterday until nearly 1 o'clock. The cause of delay was a slight wreck near Ball's Siding, the most unlucky place on the Norfolk and Western road. A truck under one of the cars broke down, and several cars were derailed. The track was cleared about 12:10 o'clock.

Placing the Credit Where It Belongs.

In a letter to the Richmond Dispatch Mr. J. B. Levy, of this city, disclaims credit for being the originator of the Pittsburgh Development Company of Carnegie City, and gives the credit to Judge George B. McLane, also of Roanoke.

The Fredericksburg Fair.

Cards are out for the annual fair of the Rappahannock Valley Agricultural and Mechanical Society. It opens at Fredericksburg, September 30th, and closes October 2nd.

The President Returns.

WASHINGTON, Sept. 24.—[Special]—The President returned to Washington this evening. He expresses himself as feeling much benefited by his vacation.

THE VISITORS FROM ABROAD.

A Clear Statement of Their Itinerary in America.

The British Iron and Steel Institute to Meet in America and Become the Guests of Kindred Bodies—International Sessions to be Held at Pittsburg—The Southern Route—Three Days in Virginia—A List of Committees.

There is some misapprehension in the public mind as to the nature of the visit of the foreign engineers to this country. They come as the guests of the three great engineering societies of the country, the Institute of Mining Engineers, the Mechanical and Civil Engineers.

The British Iron and Steel Institute hold their autumnal meeting in New York city, on October 1st, 2nd and 3rd, and then join the Institute of Mining Engineers at Pittsburg, Penn., where two international sessions are to be held on October 9th and 10th. The whole party then goes to Chicago, and there divides, on two great excursions,—one party going to the ore deposits of Lake Superior, and the other visiting the Southern States.

The itinerary has been positively fixed by correspondence between the home and foreign societies. The Southern is as follows:

October 16 and 17, Birmingham, Ala. October 18, Shelby and Anniston, Ala. October 20, Chattanooga, Tenn. October 21, Middlesborough, Ky., and Knoxville, Tenn.

October 22, the Cripple Creek region, Va. October 23, Pocahontas and Roanoke, Va.

October 24, Luray Cave, Va.

The Norfolk and Western railroad will take the party at Bristol on the morning of October 22. A stop of an hour will be made at Pulaski Furnace, to give the visitors the only chance of seeing the various character of ores mined and used in this part of the State. They will then be run up the Cripple Creek road to the Gossan mines of Carroll county, and be taken that night to Bluefield. The next day they will be shown the most interesting object of the trip—the great Pocahontas coal mines, reaching Roanoke that same afternoon. On Friday they will have a daylight ride through the Shenandoah Valley, reaching Luray in time to visit the caves, and be put in Washington that night.

It will be seen that the trip has been so arranged as to let the great Valley of Virginia be seen by daylight. The shortness of time allowed will only admit of this, and there can be no stopping over at any points except those named.

The general committee for Virginia, appointed by the central committee at New York, is: J. H. Bramwell, of Elk-horn, W. Va.; Fitzhugh Lee, Lexington; J. E. Johnson, Longdale; E. C. Pechin, Roanoke; Jacob Vost, Iron Gate. The railroad committee: Charles G. Eddy, chairman, Joseph H. Sands, D. W. Fleckner, W. W. Coe and Frank Huger, of Roanoke; John G. Osborne, Radford, Va.

The local committee—Edmund C. Pechin (chairman), C. C. Wentworth, S. B. Haupt, C. S. Churchill, R. P. C. Sanderson, and W. L. Hunter, of Roanoke; S. M. Buck, Mayberry, W. Va.; Jed Hotchkiss, Staunton; J. E. Johnson and H. Firststone, Longdale; T. C. Jones, Iron Gate; Jos. D. Weeks and Wm. Joffile, Buchanan; F. E. Bachman, Salem; Jno. W. Eckman, Pulaski; Austin Farrell, Ivanhoe; C. R. Boyd, Wytheville; H. B. Colburn, Bedford City; Walter Graham, Graham; F. B. Richards, Buena Vista, Va.

Every effort will be made to give the distinguished visitors the fullest insight into the wonderful development now going on in southwestern Virginia that the limited time given will allow.

Racing Yesterday.

GRAVESEND, Sept. 24.—[Special]—First race, sweepstakes, for beaten horses, \$1,000 added, six furlongs—Alfarrow won, Meriden second, Balston third; time 1:15.4. Second race, handicap, sweepstakes, \$1,000 added, mile and furlong—Eon galloped over the course for money. No other starters. Third race, selling sweepstakes, two-year-olds, \$1,000 added, six furlongs—Dr. Hasbrouck won, Seconbia second, Woodcuter third; time 1:16.5. Fourth race, three-year-old sweepstakes, \$1,000 added, mile—Can can won, Kyrle B. second, Lady Jane, colt, third; time 1:32.4. Fifth race, heavy handicap, sweepstakes, \$1,000 added, six furlongs—Ben Harrison won, Tanner second, Eolo third; time 1:15.5. Sixth race, two-year-old sweepstakes, \$1,000 added, six furlongs—L. Intriguante won, Lord Harry second, Best Boy third; time 1:16.5.

The Potter & Lovell Failure.

Boston, Sept. 24.—[Special]—Footings of the Potter & Lovell liabilities have been reached. The indebtedness of all kinds is found to have been about six millions. The direct indebtedness in banks is about three millions. The direct liabilities are large because of guarantees placed upon a great deal of paper. Besides Brazos paper of Lee & Ferguson, some of the Seavey, Foster & Bowman paper, and some of the Worcester Steel Works paper was guaranteed by the note brokers.

Base Ball Yesterday.

League—Cleveland, 1; New York, 5; Chicago, 3; Philadelphia, 9; Allegheny, 6; Boston, 3; Cincinnati, 1; Brooklyn, 5; Brotherhood—Brooklyn, 12; Pittsburg, 6; Chicago, 4; Philadelphia, 2; Cleveland, 4; Boston, 5. Association—Columbus, 2; Syracuse, 3; Rochester, 1; Louisville, 1; Toledo, 6; Baltimore, 7.

The Weather To-day.

Virginia, fair, stationary temperature, northerly winds.